Dry Goods.

A R A R E C H A N C E.

of CHINA, GLASS, GAS FIXTURES, CLOGRS,
FRORZES, PLATED WARE and CUTLERY.

We are now marking and arranging our stock of the above
greek, with the view of opening them to the public at prices
at will effect the disposal of the entire amount during the
seeming threety days. The sale will confirmence on

MONDAY, Fek. End trusts.

Parafiles in want of such scools will not this an opportunity
most often met with in New York.

Proprietors of Hotels, Board
in a bounce and Restaurants can well a ford to supply themselves
for six morths abred, The sale will be for
CASH, WITHOUT DISCOUNT.

W. J. DAILEY & Co.
No. 61 and 633 Broadway,
Retween Houston and Bleecker sta.

COIFFURES, COIFFURES.—
Importations incessantly, and for the inauguration Ball
at Washington RECHERCHE GARNITURES
at Pavilson de Fiora, No. 301 Broadway.

JAMES TUCKER.

FRENCH JACONETS 1/, worth 2/6.
BAREGES 1/, worth 5/.
CHALLIES 2/6, worth 6/. Selling off at Nos. 204 and 106 6th-av., by order of the ASSIGNEE.

SHEETING,

Selling off at 40 per cent Recount at Nos. 204 and 206 6th-av.

by order of the ASSIGNEE. Lapinest worthless and miserable imitations, in various shapes, of the original and true "Patent Gutta Percha Cord," first made and introduced by me. Call at my store and examine the genuine, and you will be satisfied of its merits.

RAMUEL C. BISEOP, Sole Manufacturer and Parentee for the United States, No. 121 Broadway.

STEEL SPRING SKIRTS.—
BOUGLAS & SHERWOOD'S superior STEEL SPRING
SKIRTS, with ADJUSTABLE BUSTLE, the best article of
the kind ever produced, can be found in all the first-class retail
Bry-Good's and Fairey Stores in this eity and throughout the
country. Patent applied for, and none genuine unless stamped
with their trade mark.

CORSETS at WHOLESALE.—Country mer-chants and city dealers are respectfully invited to examine our stock of very superior Corsets, which for styles, quality, writety, finish and price, will compare favorably with any honse

BLEACHED GOODS.—1,000 cases, comprising every width sed quality, for sale by MESMITH & Co., No. 71 Broadway.

BROWN GOODS.—600 bales, heavy, medium NESMITH & Co., No. 71 Broadway.

Clothing.

INDIA RUBBER GLOVES and MITTS bleach 1 the hands and render them soft and smooth, cure chappe hands, sait rheum, &c. Also very useful in homework, as the oan be worm where other gloves would be spolled. For sale b all Rubber Dealers, and at No. 36 John-st., up stairs.

Paints, Oils, Glass, &c.

K E R O S E N E O I L S.
KEROSENE LUBRICATING OIL.

KEROSENE BINNACLE OIL.

FARAFINE RAILWAY GREASE.

BLECTRIC LAMPS. PARAFINE ICALES.
BLECTRIC LAMPS.
AUSTENS, Agents,
No. 50 Beaver-

REFINED LARD OIL, for burning and ma-dainery; free from gum, burns brightly, does not crust the wick. Also, COBURN PURE TALLOW OIL, which will softwear Sperm, stands colder weather and burns well. War-nanted as above. Barrels, 30 to 40 gallons. Only Agent, JOHN W. QUINCY, No. 96 William-st.

THE ATLANTIC WHITE LEAD COMPA-

NY.—Manufacturers of
NY.—Manufacturers of
WHITE LEAD,
thy and in oil. Importers and Crushers of Linseed Oil. Pure
White Zinc Paint prepared from the best French Oxide, and
around in refined Linseed Oil. Red Lead and Litharge of extra
fine quality. The trade and consumers supplied on the most
liberal terms by
ROBERT COLGATE & Co.,
General Agents of the Company General Agents of the Company, No. 287 Pearl-st., New-York.

Building Materials.

ENCAUSTIC TILES—For Vestibules, Halls, Hear-be, Dinite roome, Comervatories, &c. GARNKIRK CHIMNEY-TOPS, DRAIN-PIPES, &c. For sale by MILLER & COATES, No. 279 Feari-st., N. Y.

Professional Notices.

Copartnership Notices.

DISSOLUTION.—The Copartnership heretofore existing between the subscribers, under the firm of TOUNO, SCHULTZ & Co., expired on the let instant by its ewa limitation. Educated M. Young and Jackson S. Schultz will settle the business of the late firm at No. 37 Four will settle the business of the late firm at No. 37 Four will set the business of the late firm at No. 37 Four will set the business of the late firm at No. 37 Four will set the business of the late firm at No. 37 Four will set the business of the late firm at No. 37 Four will set the business of the late firm at No. 37 Four will set the business of the late firm at No. 37 Four will be w JACKSON S. SCHU JOHN F. McCOY. CHULTZ,

EDMUND M. YOUNG and JACKSON S. SCHULTZ have assessed with them A. RAMSAY McCOY, and will continue the Hide and Leather business under the firm of YOUNG, SCHULTZ & Co.

New York, Feb. 14, 1857. DISSOLUTION .- The Copartnership heretofor Pexisting between the subscribers, under the firm of MAT TISON & ISHAM, expired by limitation on the lat instant Rither member of the late firm is authorized to sign in liquids

JOSEPH MATTISON, CHARLES H. ISHAM.

The subscriber will continue the Hide and Leather business on his own account at No. 31 Gold at CHARLES H. ISHAM.

JOSEPH MATTISON has associated with him JOHN F.

MCCOY, and will continue the Hide and Leather business at No. 11 Ferry st. under the firm of MATTISON & MCCOY.

New-York, Feb. 17, 1857.

NOTICE.—We have this day admitted Mr. THOMAS S. CHRISTY as a Partner in our House, and the besiness will betweet to be conducted under the firm of CHRISTY, CONSTANT & Co., at No. 48 Morray at New York, Jabuary 1, 1857.

Ocean Steamers, &c.

SPECIAL NOTICE.—The sailing of the steamperpoted to THURSDAY, 19th inst., at 10 o'clear a m.

M. O. ROBERTS.

ROYAL MAIL STEAMSHIP AFRICA—For LIVERPOOL—The AFRICA, N. Saannon, Commander, will sail from the Company's Dook, at Jersey City, with the mains ard passengers for Europe, on WEDNESDAY, the 18th host, at 12 victor precisely. Passengers are requested to be on board by 11; victor. The ASIA will sail on the 4th of March. E. CUNARD, No. 4 Bowling-green.

ONLY LINE with SURE CONNECTION. ONLY LINE with SURE CONNECTION.—
Transit tist unies shorter than any other Route, and no exposure to River Navigation—UNITED STATES MAIL LINE.
Eftry pounds of bassage free; 10 cents per pound on excess.
Four hours from secan to occan, by Fanama Rairoad. Through
to CALIFORNIA via Panama Rairoad. The United States
Mail Steamship Company will dispatch for ASPINWALL, on
FRIDAY, Feb. 20, at 2 o'clock p. m. preclavly, from piet
foot of Warmaret. North River, the well-known and tast
beamship GEORGE LAW, Cantain Wm. L. Herndon, U.S. M.
Fascengers and Mails will be forwarded by Panama Railroad,
and connect at Panama with the Patitio Mail Steamship Company's normificent Steamship GOLDEN AGE, J. T. Watline Commander, which will be in readmess and leave lim
meditally for San Francisco.

meeticle ly for San Francisco.

The public are inferenced that the Pacific Mail Steamship Company aways have one or more cutra Steamers lying at Panama ready for sea, to avoid any possible detention of passengers of For passage apply to I. W. RAYMOND, at the only office of the Companies, No. 17 Wester, corner of Warren et., N. Y. Regular United States Mail Steamer days, 5th and 28th of each mouth.

FOR CALIFORNIA. - NEW-YORK AND SAN OR CALLYORNIA.—NEW-10RK AND SAN FRANCISCO STEAMSHIP LINE-Prices greatly Reduced. The new and splendid Steamship TENNESSEE, Cage 7 L. That reach, (1.00 time burden) will said for AS-PINWALL, on WF UNESDAY, Feb. 25 1857, at he o'clock p.m., to consect with the steamer STERRA NEWADA, from PANAMA, on the Pot the, for SAN FRANCISCU. Firty pounds Baggare allowed each Passenger; 10 cents for pound on capeas. For Freight or Passes apply only to CHARLES MORGAN & A SONS, No. 2 Bowding Green, N. Y.

A SONS, No. 3 Bowing Green, N. Y.

POR CHARLESTON and FLORIDA.—
SEMI-WEEKLY UNITED STATES MAIL LINE—
The spiecid and last-going steamship JAMES ADGER,
S. C. Turiser, commander, will leave pier No. 4 North
River, or WEDNESDAY, Pobrasy 18, at 3 o'clock p. m.,
precisely. For forest apply on board, where all bills of lading
will be shared, and 14 possade at the office of SPOFFORD,
TLLPSTON & C. N. Or 25 Branch way. The magnificent steambit NASHYILLES, T. D. Ewan, commander, will served sud
below or SATURGAY, 7-b 2. The twonite steamer CAROLINA makes regular trips to Fertwinding and the various landings on the St. John's River, Florida, connecting with the
steamers from News York, and beaving Charleston every TUES.
DAY. Through Tickets to Jacksonville, 831; to Pilata, 433.

TOOD. LIVEDEROOL.—PATRIOTIC LINE—

FOR LIVERPOOL - PATRIOTIC LINE. The able and opicitied hip CALHOUN, D. H. Trouman, masted with his rame bate disputch for the above port of Freight or Passage apply on board, at Per No. 5 N. R. or STOFFORD, TILESTON & Cc., No. 29 Broadway.

LINITED STATES MAIL STRAMBRS.—The ships composing this line are:

The ATLANTIC, Capt. Oliver Eldridge.

THE BALTIC, Capt. Jeseph Comstock.

The ADRIATIC, Capt. James West.

These ships having been boilt by contract expressly for the Government service, every care has been taken in their construction, as also in their engines, to insure strength and speed; and their accommodations for passengers are anequaled for elegance and comfort.

Frice of passage from New-York to Liverpool, in first-class cabin, 6130, in second do., 675. From Liverpool to New York, 30 and 20 guiness.

An experienced surgeon attached to each ship.

An experienced surgeon attached to each ship to be the can be secured nutil paid for. The ships of this line have improved water-tight bulkhests, and, to avoid dames from ice, will not cross the Bauks north of 3 degrees mail after the lat of Australeanses DATES OF SAILING.

BATURDAY.... July 18, 1857 WEDNESDAY.. July 22, 1857
For freight or passage, apply 16
For freight or passage, apply 16
BOWARD K. COLLINS, No. 56 Wall-st., R. Y.
BROWN, SHIPLEY & Co., Liverpool.

STEPHER KENNARD & Co.,
No. 77 Austin Friars, London.

B. G. WAINWBIGHT & Co., Paris.

The owners of those ships will not be accountable for gold, alwer, boildon, species, jewelry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof expressed therein.

ROYAL MAIL STEAMSHIPS.

PROVAL MAIL STEAMSHIPS.

SECOND CASH PASSAGE.

SECOND CASH PASSAGE.

The ships from Boston call at Hailfax.

PERSIA, Capt Ludkins.

AFRICA. Capt. Milkins.

AFRICA. Capt. Judkins.

AFRICA. Capt. Shannon.

AFRICA. Shannon.

Braheard bow ; red on port how.

AFRICA. Shannon.

Leaves Boston, Wednesday, Feb. 13

NIAGARA Wickman.

Leaves Boston, Wednesday, March 14

PERSIA. Judkins.

Leaves Boston, Wednesday, March 14

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Leaves Boston, Wednesday, March 19

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E CUNARD, Ro. 4 Bowting green.

THE LIVERPOOL and PHILADELPHIA

STEAMSHIP COMPANY intend dispatching their spiceddia and powerful Steamships as follows:
Shippers and Importers are hereby respectfully informed that
in future the fortinghity sailings of this Company's Vessels will
take place alternately from New-York and Philadelphia. Under
this arrangement the dates of sailing will be as follows:

FROM NEW YORK AND PHILADELPHIA.

CITY OF MANCHESTER, from New York.

FEOTRATY 12.

CITY OF WASHINGTON, from New-York.

KANGAROO, from Philadelphia.

April 2.

FROM LIVERPOOL.

CITY OF WASHINGTON, for New-fork.

February 28.

KANGAROO for Philadelphia.

March 13.

KANGAROO for Philadelphia.

March 14.

KANGAROO for Philadelphia.

March 19.

THE GLASGOW and NEW-YORK
STEAMSHIP COMPANY'S SPLENDID and POWERERFUL STEAMSHERS
EDINBURGH. 2,560 tuns. . WM. CUMMINGS, Cemmander;
NEW-YORK. . 2,150 tuns. . ROBERT CRAIG, Commander;
GLASGOW. . . 1,962 tuns. . JOHN DUNCAN, Commander;
Are appointed to sail
FROM NEW-YORK.
EDINBURGH. . Saturday, March 14, at 12 o'clock neon.
NEW-YORK. . Saturday, April 11, at 12 o'clock neon.
GLASGOW. . . . NS' urday, April 25, at 12 o'clock neon.
RATES OF PASSAGE.
FROM GLASGOW.

New-York City Bills or Gold only received for Passage. FOR BREMEN via SOUTHAMPTON.—The U. S. Mail Steambly WASHINGTON, E. CAVENDY, Commander, will sail for BREMEN, touching at SOUTHAMPTON to land the Mails and Passengers for ENGLAND and FRANCE, on SATURDAY, Feb. 2t, at 12 o'clock m., from Pier No. 37 North Biver.

FRICE OF PASSAGE,

FROM NEW YORK, TO SOUTHAMPTON OR BREMEN.

A USTRALIA.—FIRST SHIP—only clipper or

A fast vessel now up. The splendid clipper ship RED GAUNTLET is now loading at pier No. 10 East river. Passengers are periteitably requested to examine her before ensaging elsewhere. For freight or passage apply on board, or at the effice of GODDEVE, ARKELL & ELLIOT, No. 165 Pearl-st., or of MAILLER, LORD & QUEREAU, No. 169 Wall st.

FOR LIVERPOOL—PATRIOTIC LINE; with figures, and favorite Packet ship HENRY CLAY, Cept, David Caulkins, will have immediate dispatch for the above port. he above port.

For freight or passage apply on board at pler 5 North River,
r to SPOFFORD, TILESTON & Co., No. 29 Broadway.

Agents in Liverpool,
C. GRIMSHAW & Co., No. 19 Goree-placeas.

Steamboats and Railroads.

FOR BOSTON and PROVIDENCE via NEW-

if from Pier No. 5 N. R. regarded as secured to any ap-port each way.

feafter no rooms will be regarded as secured to any ap-until the same shall have been puld for, eight to Boston is forwarded through with great dispatch in Express Freight Train.

W.M. BORDEN, Agent, Nos. 70 and 71 West-st.

FOR BOSTON via FALL RIVER.—The Steam ers of the FALL RIVER LINE will this day resume their trips, leaving Pier No. 3 North River every afternoon a och for Fall River, connecting there with trains for Boston A Colock by Facility of the Colock by Facility of the EMPIRE STATE, Capt. Brayton, leaves New-York every MONDAY, WEDNESDAY and FRIDAY.

The BAY STATE, Capt Jewett, leaves New-York every TUFSDAY, THURSDAY and SATURDAY.

For Freight or Passage spile on board, at Pier No 3 North River.

WM. BORDEN, Nos. 78 and 71 West-st.

THE REGULAR MAIL LINE via STONINGwithout delay, change of ears or baggage.

The strainers COMMODORE, Capt. Joel Stone, and C.
VANDERBILT. Capt. W. H. Frare, in connection with the
Stonington and Providence, and Boston and Providence Ratiroads, leaving New York daily, Sundays causpied, from Pier
No. 2, North River, first wharf above Battery pinca; at 4 o'alout
p.m., and Storington at 3:30 p.m., or on the arrival of the mail
train which leaves Boston at 3:30 p.m., or on the arrival of the mail
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The C. WANDERBILT from New-York Towards, and the strain which leaves Boston at 3:30 p.m.
The C. OMMODORE from New-York Towards, and the state of the strain which leaves Boston at 3:30 p.m.

The C. OMMODORE from New-York Towards, and the state of the strain which leaves Boston at 3:30 p.m.

The C. OMMODORE from New-York Towards, and the state of the state of the state of the state of

day, and Pricey. From Sconngton, Iceselsy, Intersary, and Saureday.

The COMMODORE from New-York Tuesday, Thursday, and Studday. From Stonington, Monday, Wednesday, and Friday. Passengers proceed from Stonington per Railroad to Providence and Boston, in the Express Mail Trids, reaching said place several hours in advance of those by other routes, and in ample time for all the early morning lines counsening. North and East. Passengers that prefer it requisit on board the steamer onlove a night's rost andificurited, breakfast if desired.

A Bacrage Master accompanies the steamer and train through each way.

For passage, bettha, state-rooms or freight, apply at Pier No. 2 North Biver, or at the office No. 10 Battery-place.

NEW-YORK and ERIE RAILROAD COM-PANY'S EXPRESS—GENERAL OFFICE, No. 175 Breadway, N. Y.—The New-York and Eric Rairroad Coropany are new prepared to do a regular Express business.

H. D. RICE, Sup't Express. ceiebrated VENETIAN LINIMENT will immediately cure Choicea Colle, Dysontery, Vonating, Rhearastem, Secul-ines, Cars, Burns, &c. Deps. No. 36 Courthaudt at., New-York. Sold by all the Druggists and Storekeepers. D. C. McCallum, General Superintendent.

and rates of freight, apply at the Company's Onice, the Broadway, corner of Dey et., New York. JOHN F. PORTER, Ageot

GREAT CENTRAL ROUTE.

GREAT WESTERN RAILWAY,
MICHIGAN CENTRAL RAILWAY,
MICHIGAN CENTRAL RAILWAY,
MICHIGAN CENTRAL RAILWAY,
MICHIGAN CENTRAL RAILWAY,
MIWAULE. Galena, Burlington, St. Louis, Cairo, and all points
West and South-west.
Via SUSPENSION BRIDGE, BUFFALO, or OSWEGO, M
at No. 173 BROADWAY, N. Y.,
Cerner of Contilandist. DARIUS CLARK, Agent

HUDSON RIVER RAILROAD.—On and after SATURDAY, February 1s, and until further notice, TWO DAILY EXPRESS TRAINS for Hudson, connecting, without the state of the st

NEW-YORK AND ERIE RAILROAD.—On and after Monday, Dec. 22, 1836, and until further notice, Passenger Trains will leave Pier foot of Duanc-et. as follows, via.: BUFFALO EXPRESS, at 6:30 a. m., for Buffalo. DUNKIRK EXPRESS, at 6:30 a. m., for Dunkirk. MAIL, at 8:15 a. m., for Dunkirk and Buffalo and intermediate stations. Passengers by this Train will remain over night at Owego, and proceed the next morning.

KOCKLAND PASSENGER, b. p. m., for Piermont and intermediate stations.

KEWBURGH EXPRESS, at 4 p. m., for Newburgh, Oxiditie and intermediate stations.

NIGHT EXPRESS, at 430 p. m., for Dunkirk and Buffalo.

EMIGRANT at 5 p. m., for Dunkirk and Buffalo and intermediate various.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER—The ROCHESTER and GENESEE VALLEY RALLEOAD is now open, and, is connection with the Buffalo. Corning and New-York and Eric Raliroads, forms a direct route from New-York to Rochester.

set Office, non-set of the control o

NEW-YORK AND HARLEM RAILROAD.—
FARE TO ALBANY, \$2.
The Passenger Trains on this Road for Albany will leave the corner of White and Centre-sta. as follows:
EVERY MORNING at \$10 o'clock.
EVERY AFTERNOON at 4 o'clock.
Fare through to Albany will be \$2. To commence on MONDAY AFTERNOON, lich inst.
W. J. CAMPBELL, Superintendent.

and checked 15 minutes in advance of the time of leaving.

DENNSYLVANIA RAILROAD.—

4 THE GREAT CENTRAL PENNSYLVANIA RAILROAD ROUTE.

FROM NEW-YORK TO CINCINNATI IN 30 HOURS.
FROM NEW-YORK TO GILCAGO IN 36 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.
The Shortest, Best, and consequently the Cheapest Route from New-York to all points in the West.
The Pennsylvania Railroad connects at Pittaborgh with railroad to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill., Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafsyette and Indianapolis, Ind.; Cincinnati, Dayton, Madison, Lafsyette and Indianapolis, Ind.; Cincinnati, Dayton, Madison, Lafsyette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontatine, Sandnay, Toledo, Cleveiand, Columbus, Zanesville, Massillon and Woostor, Ohio; also, with the steam packet hoats from and to New-Orleans, St. Louis, Louisville and Cincinnati.

Through Tickets can be had at any of the above-mentioned places in the West. (See hambbills in the hotels of this city.)

Passengers will find this the sortest, most expeditious and confortable route between the East and West.

Through Tickets or further information may be had at the effice of the

of the PENNSYLVANIA RAILROAD,
No. 2 ASTOR HOUSE, BROADWAY,
J. L. ELLIOTT, Agent Pennsylvania Railroad Co.
-- Tork, Jan. 5, 1857.

New-York, Jan. 5, 1857.

PENNSYLVANIA RAILROAD.—The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway direct. This Road also connects at Pittaburgh with daily line of Steamers to all ports in the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the North-western Lakes; making the most direct, cheapest and reliable route by which FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and FITTSBURGH; Finar Class.—Boota, Shores, Hate and Caps., 90 centa P. Books, Dry Goods (in boxes, bales and trunks), Drugs (in boxes and bales), Feathers, Furs, &c... 1800. Drugs (in boxes and bales), Feathers, Furs, &c... 1800. Drugs (in tripinal bales), Drugs (in casks), Hardware, Leather (in rolls or boxes), Wool and Sheep Pelts, Eastward, &c... 1900. Henry Class.—Confie, Fish, Bacon, Beef and Fort (the casks or boxes, Eastward), Lard and 55 centa P. 100 B. Petter, Class.—Coffee, Fish, Bacon, Beef and Front (the casks or boxes, Eastward), Lard and 55 centa P. 100 B. Pitter, Roll, &c... 1900. B. Pitter, Roll, &c... 1900. B. Pitter, Roll, &c... 1900. B. Pitter, Class.—Coffee, Fish, Bacon, Beef and Front (the casks or boxes, Eastward), Lard and 55 centa P. 100 B. Pitter, Roll, &c... 1900. B. Roll, &c... 1900. B. Roll, &c... 1900. B. 1900.

Corron—\$2 P bale, not exceeding 500 B weight, until farther notice.
In shipping Goods from any point east of Philadelphia, be particular to mark the package "Via Pennsylvania Railroad." All Boods consigned to the Agents of this Koad at Philadelphia of Pittaburgh, will be forwarded without detention.

Farther Agency — Harris, Wormley & Co., Memphis, Tena., R. F. Sass & Co., St. Louis; J. S. Mitchell & Son, Evansville, Ind.; Domesnit, Bell & Co., and Carter & Jewett, Louisrale, Ky., B. C. Meldrum, Madison, Ind.; Sprigman & Brown, and Irwin & Co., Chemaniat, N. W. Graham & Co., Zaneville, Onico, Lecch & Co., No. 54 Kibyer, Boston; Lecch & Co., No. 14 Autor House, New-York, No. 1 Williamset, and No. 8 Battery-place, New-York, E. J. Sneeder, Philadelphia; Magraw & Rooss, Baltimore; Geo. C. Franciscos, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia, H. J. LOMBAERT, Superintendent, Altsona, Pa. January 5, 1857.

SYEACUSE AND SOUTHERN RAILROAD-

Srie Radroad.

On and after MONDAY, Oct. 29, and said further notice,
Passanger Trains will run as follows, Sundays excepted:
Leave New-York from pier foot of Dunne-st. at 6:52 a. m., via
Buildo. Express—connecting at Binghamton with Express
Train for Syracose.
At 4:59 p. m. via Night Express—connecting at Binghamton
with Express Train for Syracose and Oswego.
Through Takets may be procurred at the Thicket Office of the
New-York and Este Road.

W. B. GILBERT, Sey't-

Aledical.

CATARRH.-GOODALE'S POSITIVE CURE Of for this disease may be had at No. 191 Broadway, of CHAS, H. RING; at No. 127 Bowers, of E. M. GUION; at Union-square, of THOS. GREEN, Drugnit, and of the Proprietor, No. 28 Broadway, up stairs, room No. 5—with directions for using.

we have all the restorative properties of the root of bined and concentrated in all their strength and efficient accordingly we find it recorded to impasses at scrofile, here or plaint, salt them, dysoppels and reserved debility, with p ecodented success, as it specifyly prairies the blood, rest to the stourach its tone, and mones with healthful impulses Who will SUFFER!-When Dr. TOBIAS*

For Scale Hear, you will apply it on a linen rag when goal to bed.

For Scale Hear, you will cut the hair off the affected part, apply the Ointment freely, and you will see the improvement in a few days.

For Scales on an inflamed surface, you will rub it in to your heart's content; it will give you much real comfort that you cannot help wishing well to the inventor.

For Scales These commonce by a thin acrid duil coring through the skin, soon bardening on the surface; in a short time are full of yellow matter, home are on an inflamed surface, some are not. You will apply the Ointment freely, but do not rub it in.

This is a common disease, more so than is

Price 50 cents per box.

Manufactured by DONALD KENNEDY, No. 120 Warrenest.,
Rozenry, Mass.

For sale by every Draggist in the United States and British
Provinces.

Legal Notices.

CANANDAIGUA AND ELMIRA RAILROAD.

IN PURSUANCE of an order of the Surrogate of
of the County of New York, notice is hereby given to all
parsons having claims against JAMES COOPER, late of the
City of New York, deceased, to present the same with vouchers
in the City of New York, our before the twenty-third day of
in the City of New York, our before the twenty-third day of
JAMES MCFARLAND, the engineer of the Company, in the City of New York, on or before the twenty-third day
April next - Dated New York, the 20th day of October, 1836.

n5 law6m. W MARGARET COOPER, Administratriz.

April next — Dated New York, the 20th day of October, 1885.

n5 law6m. W MARCARET COOPER, Administratrix.

NEW-YORK SUPREME COURT—COUNTY of KINGS.—ELBERT HOOGLAND and ISAAC BROWER, only actice Executors of the last Will and Testament of REM LEFFERTS, deceased, Plaintiffs, against ABRAHAM R. HUNT and MARY B., his wife, Jorge Occaded off, Benjamin F. Thomas, Juseph Platt, Assignee of Abraham R. Hunt and Correlius R. Hunt, Robert J. Hampson and Elizabeth, his wife, David S. Quimby and Sarah, his wife, John H. Benes, Lutter R. Hunt, Robert J. Hampson and Elizabeth, his wife, David S. Quimby and Sarah, his wife, John Hampson, junior, and Alden S. Growell, Assignee of Robert J. Hampson the Meebanics' Bank, Brooklyn, John H. Benes, Chairles Burrall, Waiden Pell, James K. Pell, Clarence Pell, Cornelius Dever, David Clarkson, junior, the Long Island Bank, Pelli Gallagher and Peter Lentox To the Detendants, CORNELIUS R. HUNT and CHARLOTTE, his wife, and JAMES DEZENDORS. You are breeby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the Court of Kings, at the City Hall, in the City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscriber at his office, No. 108 Broadway, in the City of New York, within the wait days after the service of this summons on you, exclusive of the day of such service; and if you fall to snawer the eads composint within the time aforeasid, the plaintiffs in the section will apply to the Court for the relief demanded In the composint within the time aforeasid, the plaintiffs in the section will apply to the Court for the relief demanded In the composint within the time aforeasid, the plaintiffs in the section will apply to the Court for the relief demanded In the composint within the time aforeasid, the plaintiffs in the section will apply to the Court for the relief demanded In the section will apply to the Court for the relief demanded In the composint within the court for the relief demanded In the cou

December 1850.

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NEW-YORK SUPREME COURT-JOHN
RUDDEROW, TOWNSEND JONES TOWNSEND
ENDERHILL and HEWLETT SCUDDER platuridis, act
DANIEL D. REMSEN SOLOMON DINGEE, GEORGE
FELTHAM, JOHN D. VENNING and THOS. P. PO VERS,
defendants.—Summons for money demand on contract.—(Com.
not ser.)—To the Defendants, above-named and each of them:
You are hereby summoned and required to answer the numplaint in this action, which was and is filed in the Office of the
Clerk of the City and County of New York, on the sist day of
January, 1837, at the City Hall in the city of New York, and
York, within twenty days after the service of this aumonus on
you, exclusive of the day of such acritics; and if you fail so anwave the said complaint within the time afforcasid, the pointing
in this action will take judgment against you for the sum of
fourteen bundred and sixty dollars and furty-three cents, with
interest from the seventeenth day or November, one thousand
eight bundreds and firty sell, on six hundred and sixty dollars and
extenty-four cents thereof, and interest on two nundred and
extenty-four cents thereof, and interest on two nundred and
extenty-four cents thereof, and interest on two nundred and
extent collars and wenty-time onts thereof from the twentyfourth day of November, is said year, and interest un the remainer it even from the aixth day of Docember in said year,
beides the coare of protest and cents of this autom.—Davied,
Jarnary 18, 1857.

NEW-YORK SUPREME COURT.—PETER

NEW-YORK SUPREME COURT, —PETER AND MARINE INDUCATE ACCORDANGE AND MARINE INDUCATE.

AND MARINE INDUCATE. COMEANY—Seasoning for Monory Debugand on Courtract. (Court, not see 1)—To the above named belendants: You are hereby summoned and required to answer the complaint in this action, which will be fitted in the office of the Clerk of the Courty of New York, at the office of the Clerk of the County of New York, at the office of the Clerk of the County of New York, at the office of your answer to the said complaint on the subscriber, at their office, No. 35 wallest, in the said city, within tewenty days after the terrice of this summons on you, exclusive of the day of such acrice; and it you fail to answer the said complaint within the time aforesaid, the plaintid will take judgment for the some 62,400, with interest from the 30 h day of September, one thousand eight bundred and 5ft y-four, besides the costs of this settlem.—Dated December 39 136.

END PERREPONT & STANLEY, Plaintiff's Attorneys.

B.—The complaint was filed on the 15th day of Juneary, 1857.

CUPPEME COURT, COUNTY of KINGS.—

SUPREME COURT, COUNTY of KINGS. Richard H. Bawne against Frederick Schatthles and Martha his wife, Martha Schultales Conteins Schatthles and Charles A Dentite—To the DEFEADANTS above named To use hereby summened and required to answer the room plaint in this action, which was filed in the clay of Brook of the Court for the City & New York, within from these experienced in the spart through the summened and required to answer the room plaint in this action, which was filed in the clay of Brook of the Court for the clay of Brook was placed in the spart through the spart name of the City & New York, within twenty days after the service; and if you fail to answer the said complaint within the time aforesized the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New York February 1 1827.

It is land w JAMES P. HYATT, Picintiff's Attorney.

THE GREATEST MEDICAL DISCOVERY
Mr. KENNEDT of Rowbery has discovered in one of our
sommon pasture words a remedy that cares EVERY KIND of
BUMOR, from the sworst Scropingle down to a common Prople.
Be has tried it in over sieven hundred cases, and never failed
arcept in two cases, both thunder humor. Be has now in his
passession over two bundred certificates of its value, all within
Swrity miles of Boston.
Two bottles are warranted to cure a nursing sore mouth.
One to three bottles will clear the system of boils.
Two bottles are warranted to cure the worst casher in
the bottles are warranted to cure the worst casher in
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Three to five bottles are warranted to cure all humor in the
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New-York Daily Tribune.

PUBLIC MEETINGS.

THE UNION FERRY COMPANY. The Committee on Ferries of the Board of Aldernen met yesterday afternoon in Mr. Valeatine's office, for the purpose of examining into certain complaints nade to the Common Council of a neglect on the part of the Union Ferry Company to comply with the

equirements of its lease. JOSEPH A. PERRY, the Secretary and Treasur JOSEPH A. PERRY, the Secretary and Treasurer of the company, being sworn, testified that he had been Secretary since the present lease in 1851 at which time the amount of capital stock was about \$211,000. The present capital is \$800,000, which was actually paid in cash. All this stock was issued prior to the incorporation under the State law. The company has purchased property in the lower part of Brooklyn as a landing for the Hamilton Ferry, provided the company should be disposeesed of the property at the Hamilton avenue, also as a place for laying up boars and erecting repairing shops. The price was \$115,000. Could not say how much of the earnings of the company went toward the payment of the purchase money. The President of the Board of Aldermen and Chairman of the Ferry Committee have been invited to be present as exofficio members of the Board of Trustees of the com-

Committee have been invited to be present as exofficio members of the Board of Trustees of the campany but have never attended except on three occasion.
Witness would be glad to show the Chairman the
books of the company.

Ald Steers remarked that he had been a member
of the Company for three years, but had never been
invited to participate in the meetings of the Board.
Witness.—Received an application for the sale of
the Roosevelt Street Ferry, and offered it for about
\$95 000; it cost \$140,000; the Company sold one boat
for \$19 000; are not required by an ordinance of the
Common Council to run more than one boat on the
Roosevelt-Steet Ferry; the intention of the Company
is to run that boat as fast as pessible.

The Chairman remarked that he was compelled to
wait at that ferry on one occasion forty seven minutes
by his watch, and the river at the time was not obstructed by ice.

wait at that ferry on one eccasion forly seven induces by his watch, and the river at the time was not obstructed by ice.

The Company never had it formation that they were required to run two bosts on the Roseveltstreet Ferry. The Company's property at the foet of Degraw street is rened at 7 per ceot interest, the income soing about \$8,000. Have received only about \$300 rent from the Wall street Ferry, Brooklyn side, for a paper stand, and se mething at the same ferry for a coal yard and a sail lot, and for Gray's baths at the Faltun Ferry. It has not been the intention of the Company to bring the Rosevelt street Ferry into disrepute. That ferry has been as well cared for as any other. Two botts were running on the Rosevelt street Ferry whea the Company can einto possession of it. The Company in taking that ferry knew of no other obligation than what the lease imposed, and this is the first intimation that they have had of any ordinance of the Common Council respecting the management of that ferry. Syrus P. Smith became President of the Board in the spring of 1854. We took his property at our own valuation. We ame into passession of that ferry in Dec., 1833.

NICHOLAS W. VANDUNE, Superinte dent sthe Union Ferry Company, tes lified that he run the boats under the direction of the Executive Committee. The directions are that one boat shall be run on the Rosevelt-street Ferry from 6 in the morning ill 9 in the evening. The time varies according to the reason; they average now about twenty-four minutes; recently the trips have been delayed by obstructions; vessels sometimes are a great obstruction; has no assistant; do not use a bell; the terry-master orders the departure of the boat: does not know of any ordinance regularing the Bridge-street.

Ferry; the lease of that ferry expired last September; was ordered to run one boat till 61 and one at 10 o'clock; in foggy weather the boats in he are running every ten minutes from 5 a.m. till 12 midnight; never

Janus street, Brookyn.

Janus McFarland, the engineer of the Company, testified that he had charge of the workshops, and that he ordered the boa's to be taken off when they needed repairing. The boats during the present Winter had been seriously damaged by the ice. The boats depreciace in value from 5 to 6 per cent every year unless they are kept in excellent repair. We never carry steam enough in our boilers to cause an explosion Sixteen readers have been disabled by the ice this searon in Buttermik Channel; has been engineer since 1837; the basts are kept in better consistion now than they were in 1839 or 1840; the Roosevelt street ferry-beat was in good order when it left the yard.

The Chairman stated that he had received a letter from Mr. Cyrus P. Snith expressing his wish to be prevent at the meeting, but business had kept hum away. The meeting was adjourned till next Monday, at 2 p. m.

GOVERNORS OF THE ALMS-HOUSE. The Board of Ten Governors met yesterday aftercoop at their rooms is the Rotunda. Present-Govs. Gunther, Smith, Anderson, Pinckney, Ouver, Maloney,

Gunther, Smith, Anderson, Pinckney, Onver, Maloney,
Townsend, and Tiemann
Number of inmates in the public Lastitutions for the
week ending Feb. 14:
Bellevue Hospital. 258 Randaff's Island. 262
Lunatic Asylam. 647 Randaff's Island Hospital. 262
Lunatic Asylam. 646 Randaff's Island Hospital. 262
Aims House. 1,656 Cuty Prisons. 359
Peniteritary. 546 Cooled Home. 254
Panitentiary Hospital. 350 Cooled Orphin Asylum. 130
Work House. 2815 Children at Burse. 123
Small-Pox Hospital. 35

The Governors received notice that the Grand Jury would visit the institutions under their charge on Friday next. A resolution was adopted to extend the usual facilities to this body on the occasion of their cast. A communication was received in reference to the communication was received in reference to the communication of gas at Believue Hospital.

Gov. Shiris moved that the burners be changed to smaller ones so that but two feet of gas per hour can be consumed.

Gov. Towssesn showed that the consumption of gas

be consumed.

Gov. Townskyd showed that the consumption of gas had increased since let year about 150 per cent, not authorated since let year about 150 per cent, not authorated since let year about 150 per cent, not authorated since let year about 150 per cent, not authorated since let year about 150 per cent, not authorated since had been an enceavor to economize in this item.

Gov. Outver said there appeared to be a general complaint all over the city in reference to the impositions of the gas of mpanies.

The motion of Gov. Smith was adopted.

A communication was received from Dr. Stoger, Resident Poyacian at the Pennantiary Hospital, Blackwell's Island, inclosing a communication from a Mr. Ward of Washington, charging inhuman conduct in the burial of a young man named Dick in the tenches at Wards Island, and that the family had not received timely notice in order to take charge of the remains; for ther, that the coffin had not been marked as as to lead to identification. From Dr. Sanger's explanation it appears that Mr. Dick (whose family are highly respective to the small Pox. Hospital on Blackwell's Island, and form accurances that his friends would defray the experience of this losthsome mainly that could be be stowed. The remains were he affect days, to be delivered to the friends when called for, and due notice given to them, by telegraph and letter. At the end of this time it became absolutely necessary that the body

and was liable to spread the contagion to the inm of the Hospital, which is near the Dead-Home.
Gov Townsann offered a resolution directing Committee on Randell's Island to report as to the pediancy of assuming the management of the solution that Island.
Gov. There are the contagions to the solution of the solution o Gov. TERMANN stated that the Committee on Ran-dall's Irland had decided that the celebration of Wash-ington's birthday should take place on Monday, the 23d irst., and invited the members of the Board to be

LETTERS FROM THE PEOPLE

THE HARBOR-MASTERS.

To the Editor of The N. Y. Tribune.

Sin: In the testimony appended to the report of the Senate Committee appointed to investigate charges egainst the Harbor-Masters of the Port of New-York,

Senate Committee appointed to investigate case; against the Harbor-Masters of the Port of New-York, there appears the shidavit of Mr. Charles Chamberlain, in which he avers that John J. Chambers demanded \$2,500 of him for his influence in procuring him his appointment.

This document, so far as it refers to me (and I am doubtless the person referred to), is false in fact as well as in the deductions it invites. I have not any time, directly or indirectly, demanded any sam of money from Mr. Chamberlain for my "tellessee" in as y matter, but I have required him to refund moneys paid by me on his authorization to rid him of rival candidates for the effice he was so auxious to secure; and this, be it understood was subsequent to my own confirmation as Harbor Master and consequent resignation of the office of Private Secretary.

But I will not trouble you with the details of the case at present, as I expect to publish an authoritie statement of the whole matter, giving the names of all the perfices in the contest which resulted favorably to Mr. Chamberlain, the amount of money paid, to whom paid, &c. and perhaps a succinct history of my own section wish public men and public affairs during the vesus 1854 and 1855, for the purpose of showing that however recessary it may be to have a victim, it is not only urjust and ungrateful, but exceedingly impublic to select me.

Your obedient servant.

February 17, 1637.

To the Editor of The N. Y. Tribune. Sir: In your daily paper of this morning I notice an account of the proceedings of a Convention at Uties, control of the proceedings of a Convention at Ocea, Charles L. Remond preciding, at which speeches were made by Messrs. Garrison, Remond, Powell and others, and resolutions adopted which "fully indorse "the sentiments of the Disunion Convention at Worces," ter, and openly advocate secession." By your correspondent this account is headed, "Convention of "Racical Abolitionists," which is a mistake, and creates misapprehension and confusion. Allow me to explain.

explain.

"Radical Abelitionists," technically so called, lieve that the Constitution is Anti-Stavery, and the authorizes and requires of the Federal Government abelition of Slavery throughout the whole countries are consequently, they are opposed to a dissolution of Union.

Consequently, they are opposed to a uncertainty.

The American Anti-Slavery Seciety (Garrisonian), on the other hand, believing that the Constitution is Pro-Slavery, despair of possessing liberty under it, and therefore desire a dissolution of the Union. It was a Convention of these that was held at Utica. They do not take the distinctive name of "Radical Abolitionists" nor favor their measures.

I write this from no disrespect toward those who differ from me, but to prevent misapprensions which may be irrespected to both the parties.

New York, Feb. 17, 1857. WILLIAM GOODELL.

THE CORONER'S CHARGE. To the Editor of The N. Y. Tribune.

To the Editor of The N. Y. Tribune.

Siz: In your strictures on Coroner Connery's charge to the Jury of Inquest, contained in The Tribunes of the 18th you state that the document "is in my hand-"writing." From this sta'ement it may be inferred that I am its author, and as neither the me nor the other is true, justice to the Coroner domands that the error should be corrected, which, I presume, you will cheerfully do.

New York, Feb. 17, 1257.

E. S. CAPRON.

THE EMPIRE CITY AND THE UNKNOWN SCHOOPER

THE EMPIRE CITY AND THE UNKNOWN SCHOOMER.

In alluding to the missing pilot-boat Washington, yesterday, we unintentionally did the officers of the steamer Empire City an injustice. We copy the following account of the collision from The N. O. Delta:

"Left the Company's wharf (New York) at ten minnies past 2 o'clock p. m., on the 17th, with 63 passengers, and the usual mails and freight for Havana and New-Orleans. The ship's progress down the bay was much impeded by heavy masses of floating los. At 45 minutes past 10 o'clock the same evening, was run into by an unknown schooner, showing no light, which struck the ship on the starboard bow, staving in two of our lower deek ports, and coming is contact with our guard—the schooner losing ker foremast by the collision as she swung clear Captain Griffin, after ascertaining that his ship had sustained no material injury, halfed to inquire if they needed any assistance, but not getting a clear reply, dispatched a bost in charge of the first officer to take off the crew, or render assistance if required; unable to approach on account of her floating spars and rigging, narrowly eccaping destrection by the fall of the schooner's mainmast, which went over her side near him; and her crew unanifesting no desire to leave their vessel, that officer with deficulty regalated the ship, his crew more or less frozen, and some of them obliged to be hauled on board in bowinss, help-less with cold and exposure. Three hours later, dispatched another boat on the same errand, equally to no purpose with the first: in fact, Capt. G. was obliged to patched another boat on the same errand, equally to me purpose with the first. in fact, Capt. G. was obliged to back the ship down to them and holds beat and created together to the davits—the men being too exhausted to accord without assistance, and completely masked is

THE FOG, AND THE FERRIES. Owing to the dense fog which prevailed yesterday and the night previous none of the Sound steamers ar rived, and consequently no boats left last night for

The ferry-boats were seriously delayed from the same cause, and several accidents occurred. The Fulton ferry-boat Manhattan, which left Brooklyn at 64, came in collision with the packet-ship Great Western lying at the bulk head, near the ferry, on the New-York side. The Manhattan had her railing carried away, together with an entire side of the ladies cabin, reaching from the entrance to the wheel-house. The steamer at the time was crowded with passengers, and the consternation for a while was very great. The danger of the collision however was discover season to enable the passengers occupying seats incide to get out of the way. Between 7 and 8 o'clock the Fulton ferry-boat Nassau ran into the packet-ship American Congress, lying at the end of the pier foot of Maiden-lane, tearing her ladies' cabin complet pieces, but fortunately injuring none of the pas on board. The figure-head of the ship was carried

away and her cut-water sprung.

The Peck Shp ferry boat Niagara also stove her bows against an East Indiaman.

DISASTERS FROM THE FOG-BARK JOHN J. PALMER

AND STEAMER FLORIDA ASHORE. The bark John J. Palmer yesterday afterneon during the feg while attempting to get out of the East River in tow of a steaming, went ashore on the rocks off Fort Columbus, Governor's Island. The steaming Win H Webb went to her assistance, but had not

succeeded in getting her off up to last night.

The steam-hip Florida, Capt. Crowell, from Savannah, while comirg i to the Hook yesterday during the for went ashore on Romer Shoals Her passengers were brought to the city by the steaming Screamer,

and landed at Pier No. 1 North River. SCHOONER MUSIC OF NEW-YORK ABANDONED AT SEA. We have received the following intelligence from Ellwood Walter, esq , dated St. George's, Bermada,

Feb. 3:
Capt. Lebra of the Portuguese schooner Cruz, at this port on the 3d in distress, reports having fell in with the schooner Music of New-York, loaded with coal. She had foresail set, and appeared to be but slightly i jured. Capt Lebra boarded her, and found no one on board. He took from ner sails standing rigging, and other articles. He further states that he could have reached port with the vessel, if he had had sefficient force to revised her. cient force to navigate her.

THE PACKET-SHIP CONFEDERATION.

We are indebted to the same source for the follow-is g addisonal news of this vessel. The ship Confede-

ration broke up on the evening of the 23d. The cargo and wreck continued to drive on shore up to the 28th, most of it on the Cheshire side. Nearly 1 100 packages have been picked up. The hull has come ashore m seven large pieces, at various points.

The J. L. Warner was, on the 29th, floated off with